

BookletChart™

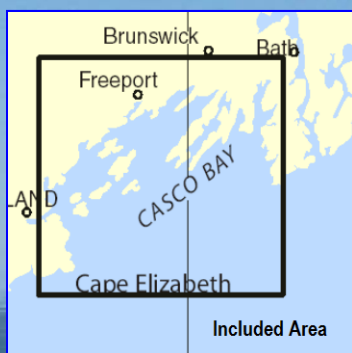
Casco Bay

NOAA Chart 13290

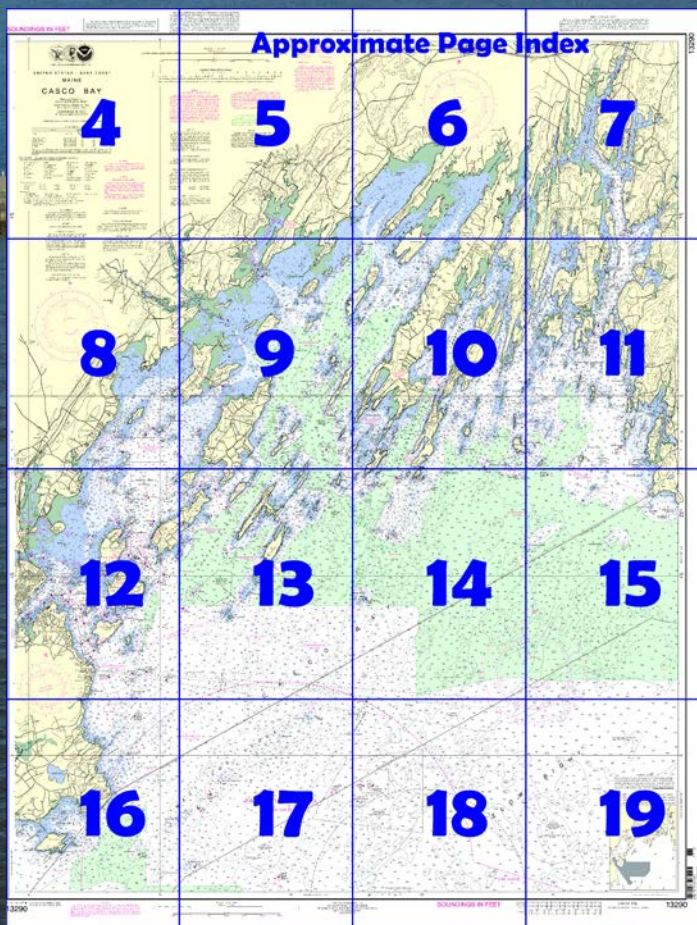


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13290>.



(Selected Excerpts from Coast Pilot)

Casco Bay is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles. The number of islands in Casco Bay is 136, and many are fertile and under cultivation; nearly all are inhabited. Nearly every large island extends northeast and southwest which is the general course of the bay and of all rivers and coves contained

within its limits.

A **vessel-to-vessel oil transfer anchorage area** Casco Bay, about 3.5 miles northeastward of Portland, has been designated by the State of Maine Department of Environmental Protection. The area is 1 square

mile beginning at Hussey Sound Buoy 12, (43°42'10"N., 70°09'46"W.); thence north to 43°43'10"N., 70°09'46"W.; thence west to 43°43'10"N., 70°11'09"W.; thence south to 43°42'10"N., 70°11'09"W.; thence east to origin. (See also chart 13292.)

Anchorage.—In the eastern part of Casco Bay, the best anchorage for strangers is in New Meadows River. Local fishermen and yachtsmen frequently use Sebasco and Cundy Harbors. Potts Harbor, Harpswell Harbor, and Mackerel Cove are good anchorages in the middle of the bay for small vessels and yachts.

Merriconeag Sound and Harpswell Sound and the whole Casco Bay westward of Harpswell Neck afford good anchorage for large vessels, except in heavy northeast gales.

Vessels can enter through Broad Sound, Luckse Sound or Hussey Sound and select an anchorage under the lee of some of the many islands, a suitable depth and good holding ground being found in most places. Portland Harbor is a secure anchorage on the western side of the bay and is the one used mostly by larger vessels.

Most of the dangers are marked, and the waters are well charted, so that, with the aid of the chart, no difficulty should be experienced in navigating Casco Bay in clear weather.

Currents.—The velocity of the tidal current at strength is about 1 knot in the entrance to Portland Harbor and in Hussey and Broad Sounds. In the open waters of the bay it is generally 0.5 knot or less. Current predictions for a number of locations may be obtained from the Tidal Current Tables.

Ice.—Considerable ice forms at the heads of the numerous arms extending northward in Casco Bay, but the principal anchorages are available at any season of the year.

The part of Casco Bay between Cape Small on the east and Halfway Rock Light and Harpswell Neck on the west is full of small islands, ledges, and rocks. Between them, narrow but deep channels lead to the bays and sounds at the head. These arms afford good anchorage for small vessels, but are used only by local fishing and pleasure craft.

Temple Ledge, about 1.8 miles southwestward of Cape Small and covered 25 feet, is unmarked. **Lumbo Ledge**, 2 miles west of Temple Ledge and 2.6 miles south of **Ragged Island**, is covered 17 feet and marked by a buoy on its south side.

East Brown Cow, 1.6 miles west-northwestward of Cape Small, is 12 feet high and bare. **Mark Island**, 0.8 mile northward of East Brown Cow, is high and thickly wooded. **Mark Island Ledge**, 0.3 mile southwestward of Mark Island, uncovers 3 feet and is marked on its west side by a buoy. **Wyman Ledge**, 0.5 mile east of Mark Island, covered 4 feet, is marked on its eastern side by a buoy.

White Bull, 1 mile westward of Mark Island, is a high, round, and bare islet. **White Bull Lighted Gong Buoy WB**, about 0.4 mile southeastward of the island, marks the southwestern approach to New Meadows River. **Bold Dick**, an unmarked rock about 0.7 mile west-southwestward of White Bull, uncovers 7 feet.

The principal dangers are **Gooseberry Island Ledge**, extending about 0.3 mile southwestward of Gooseberry Island, awash at low water and marked by a buoy; **Wood Island South Ledge**, covered 5 feet at the end and extending about 0.3 mile south of Wood Island, marked by a lighted bell buoy about 350 yards westward of the south end of the ledge; **Middle Ledge**, awash and marked by a buoy on its southwestern side; **Pitchpine Ledges**, covered 6 feet and marked on its western side by a buoy; and a 3-foot shoal, marked off its southwest side by a buoy, about 0.2 mile southwestward of Carrying Place Head.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

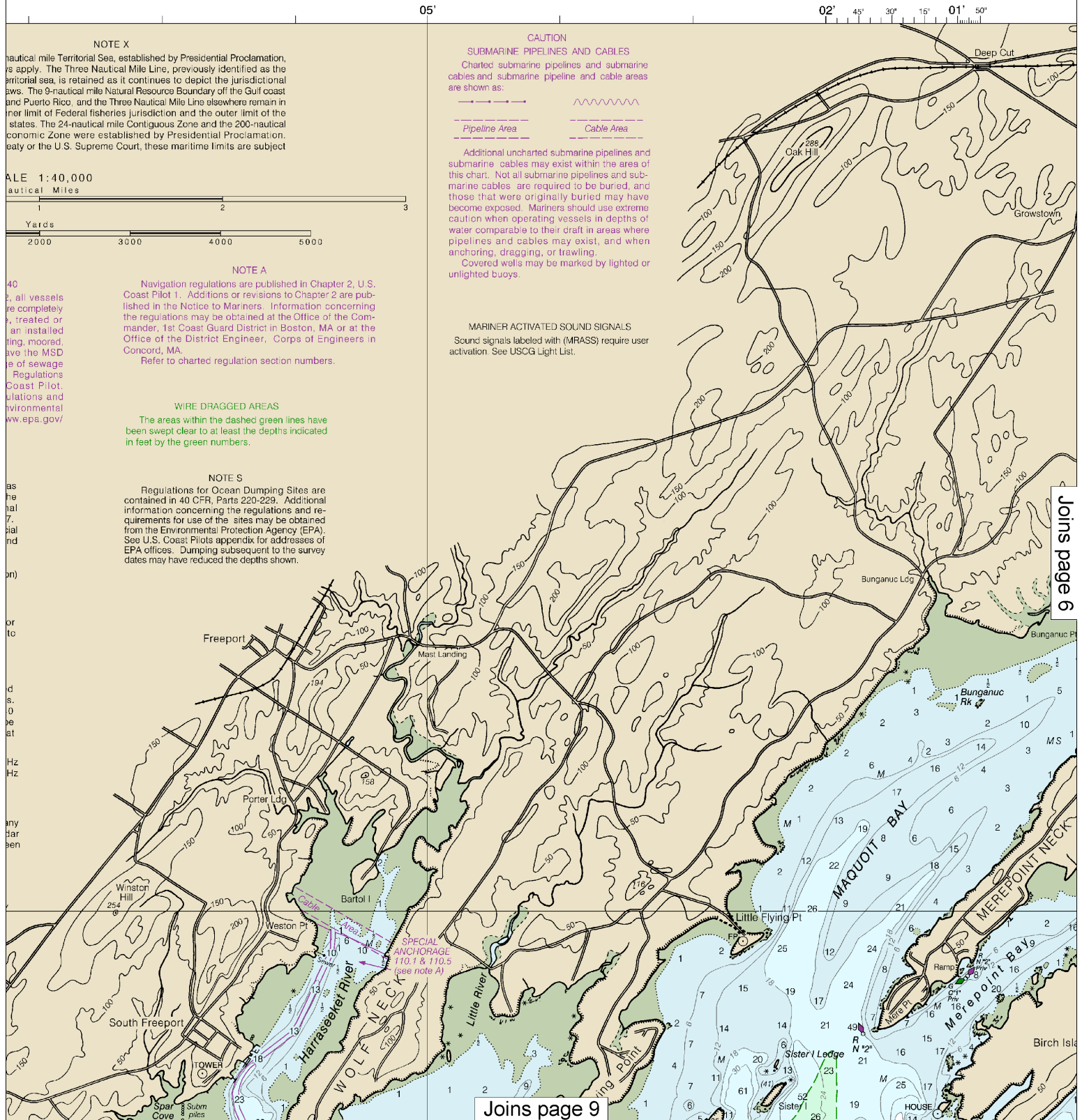
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

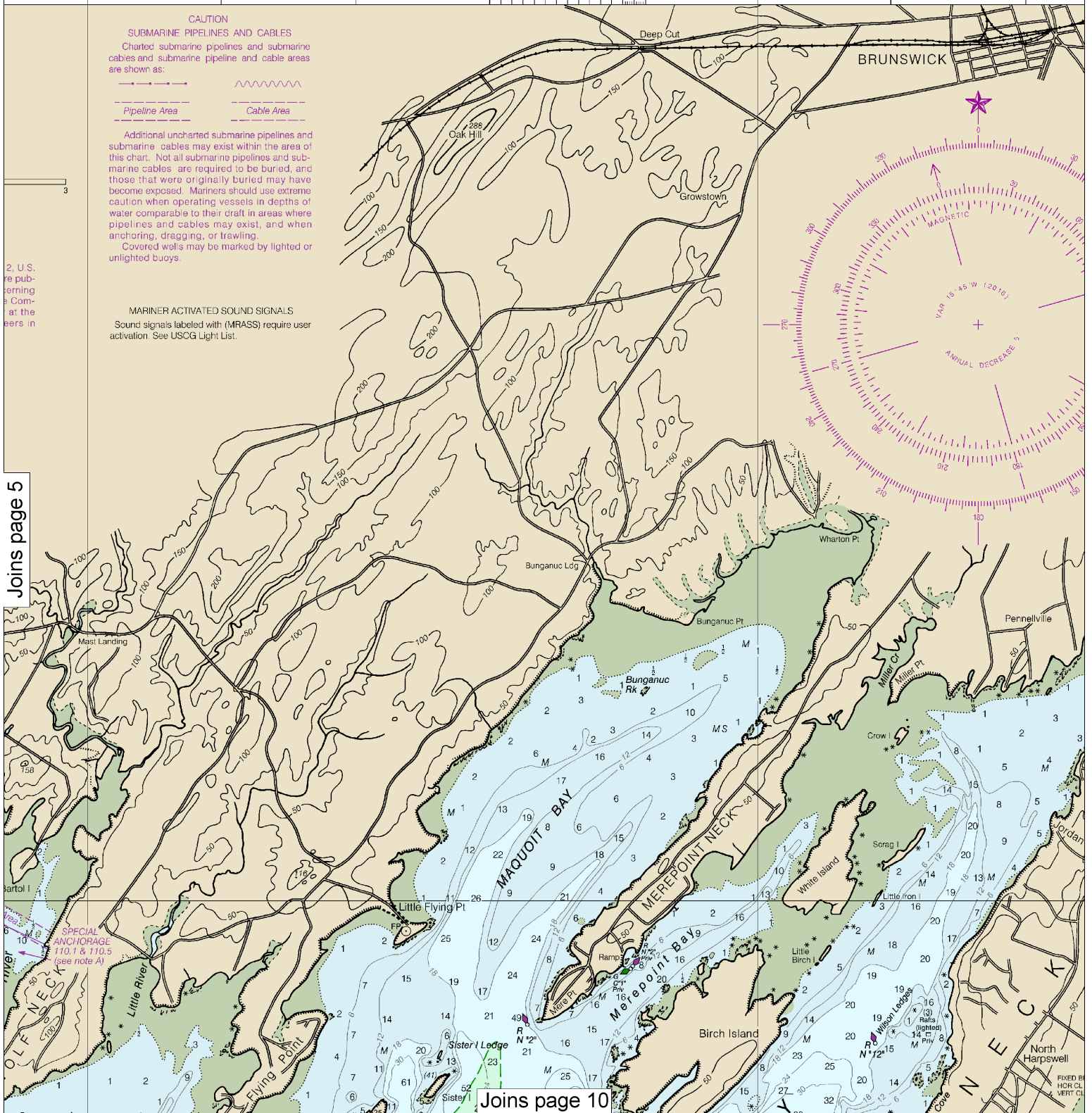


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

05' 02' 45" 30" 15" 01' 50" 70°

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

Joins page 5



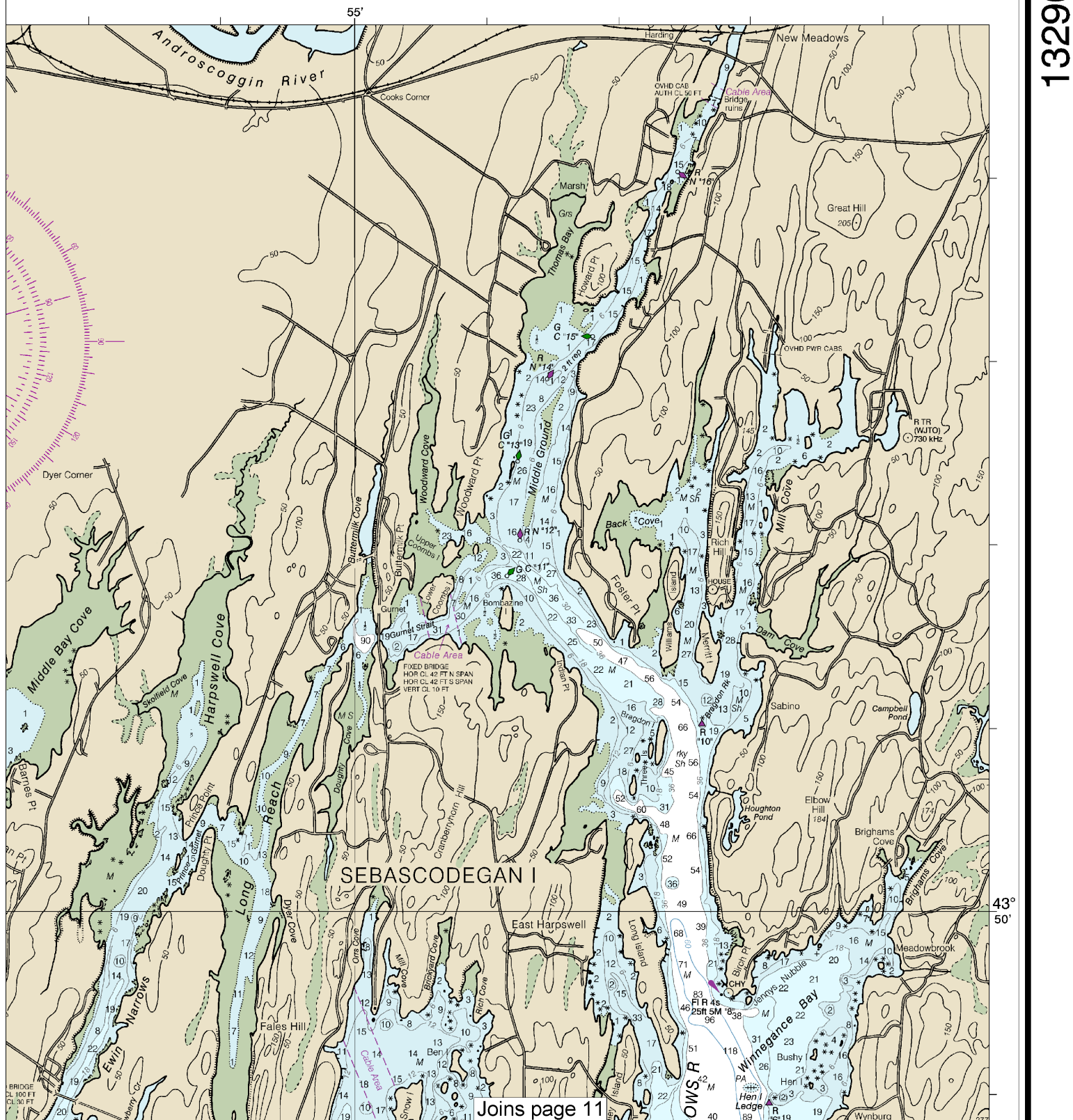
Joins page 10

~~SCALE 1:40,000~~
Nautical Miles

6

NOTE C
DED TWO WAY ROUTES

have been established including deep-water routes for
rd Harbor and Casco Bay, through Hussey Sound to
bund to Harpswell, Maine. While not mandatory, deep
gs and barges) are requested to follow the designated
r vessels, while not excluded from these routes, should
reas and monitor VHF Channel 16 or 13 for information
sels (including tugs and barges) transiting these routes.
hapter 8.



Joins page 4

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293' northward and 1.829' eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

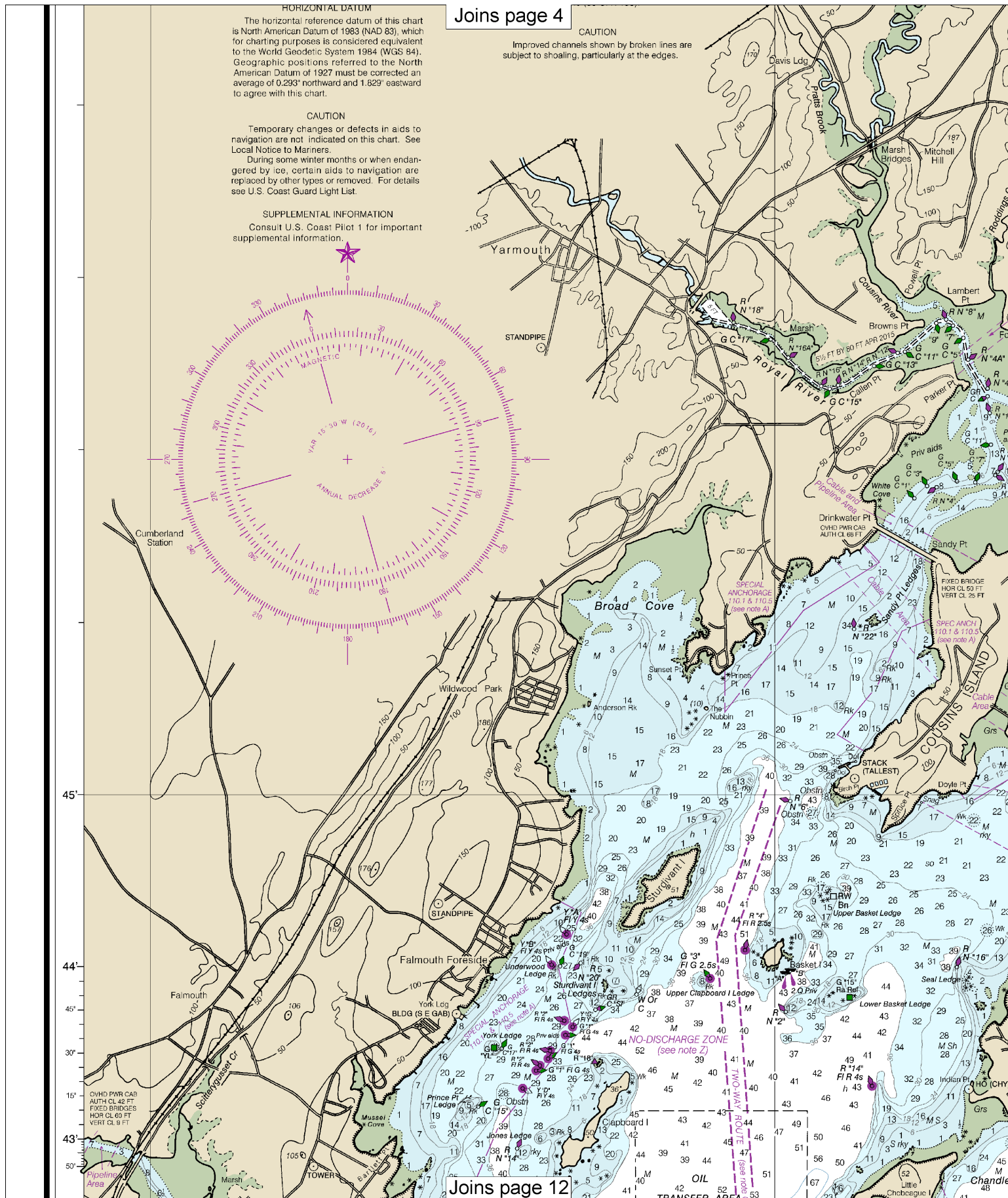
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



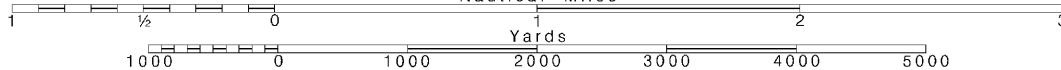
Joins page 12

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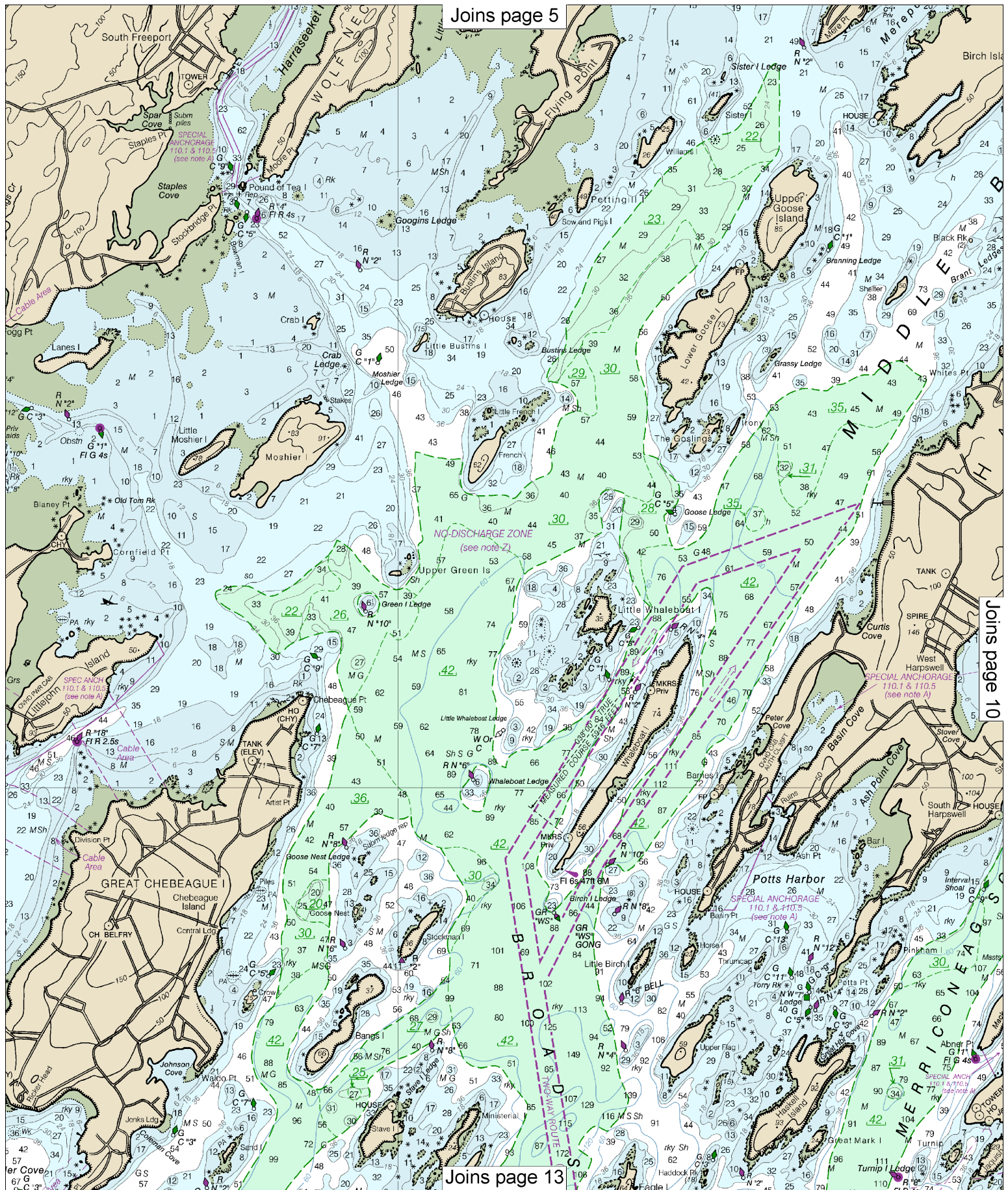
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Nautical Miles

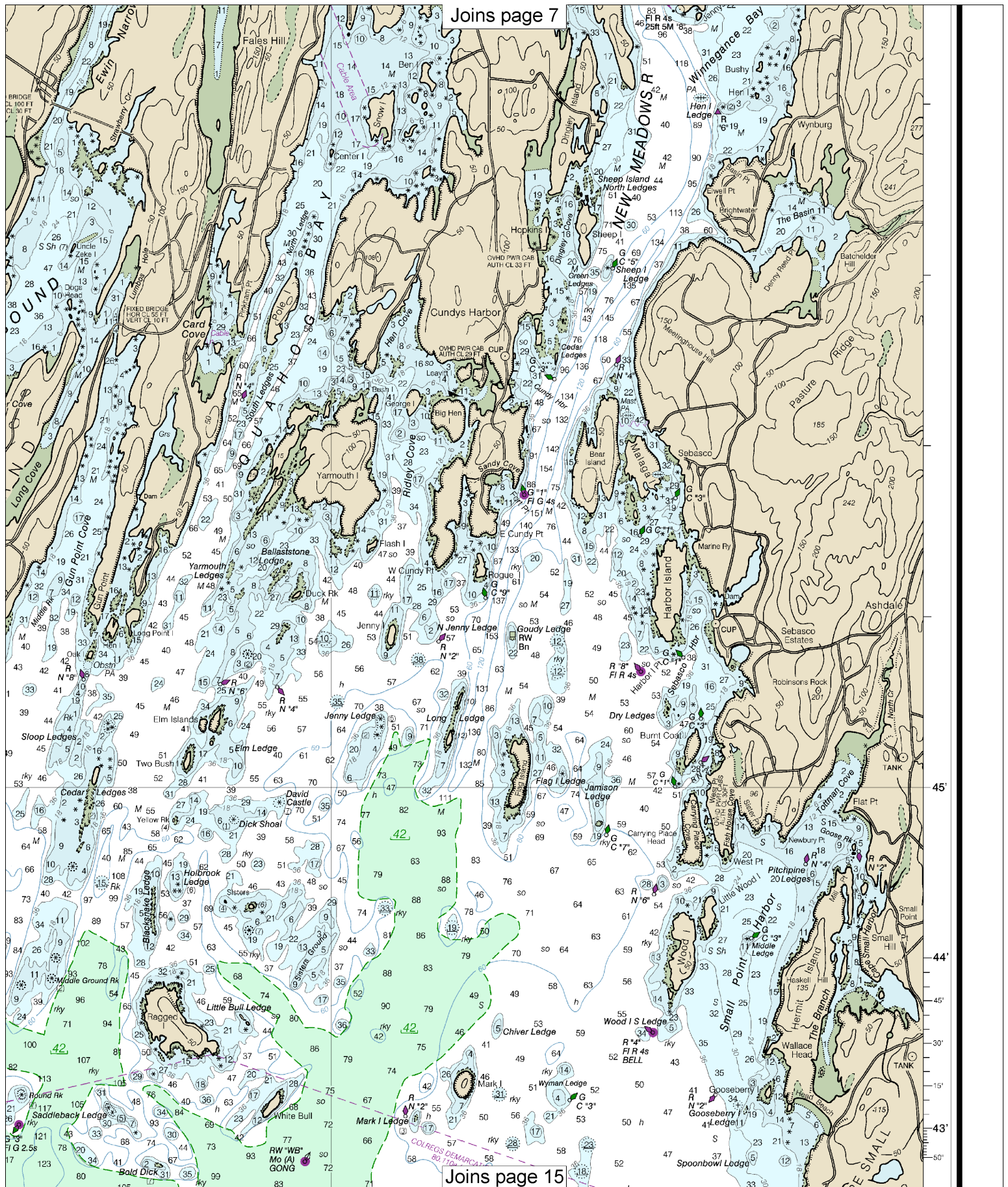
See Note on page 5.

Note: Chart grid lines are aligned with true north.



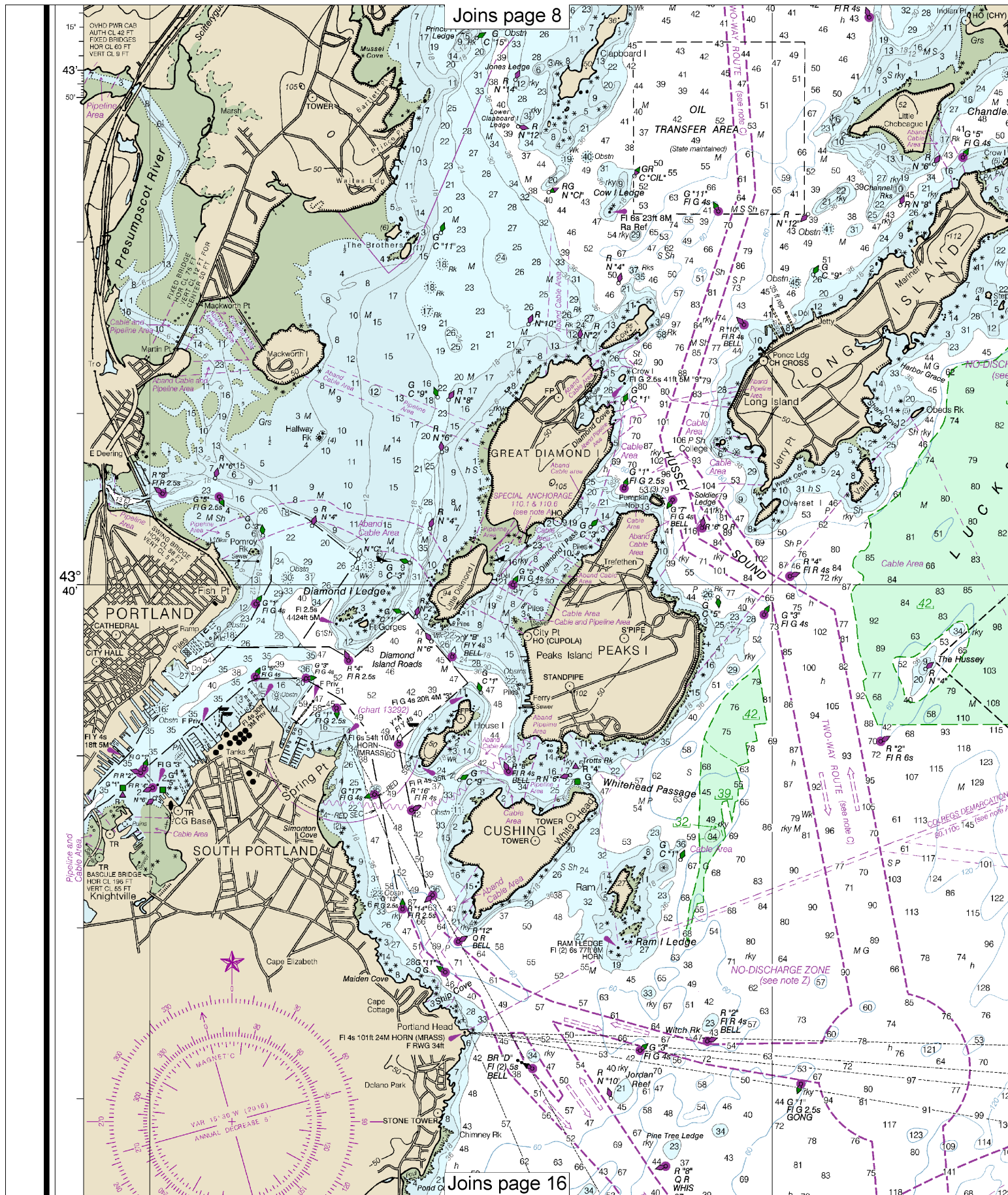
8





Joins page 7

Joins page 15



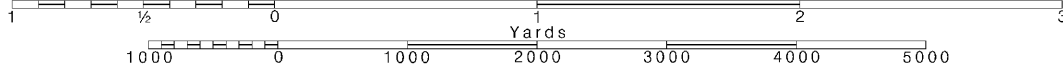
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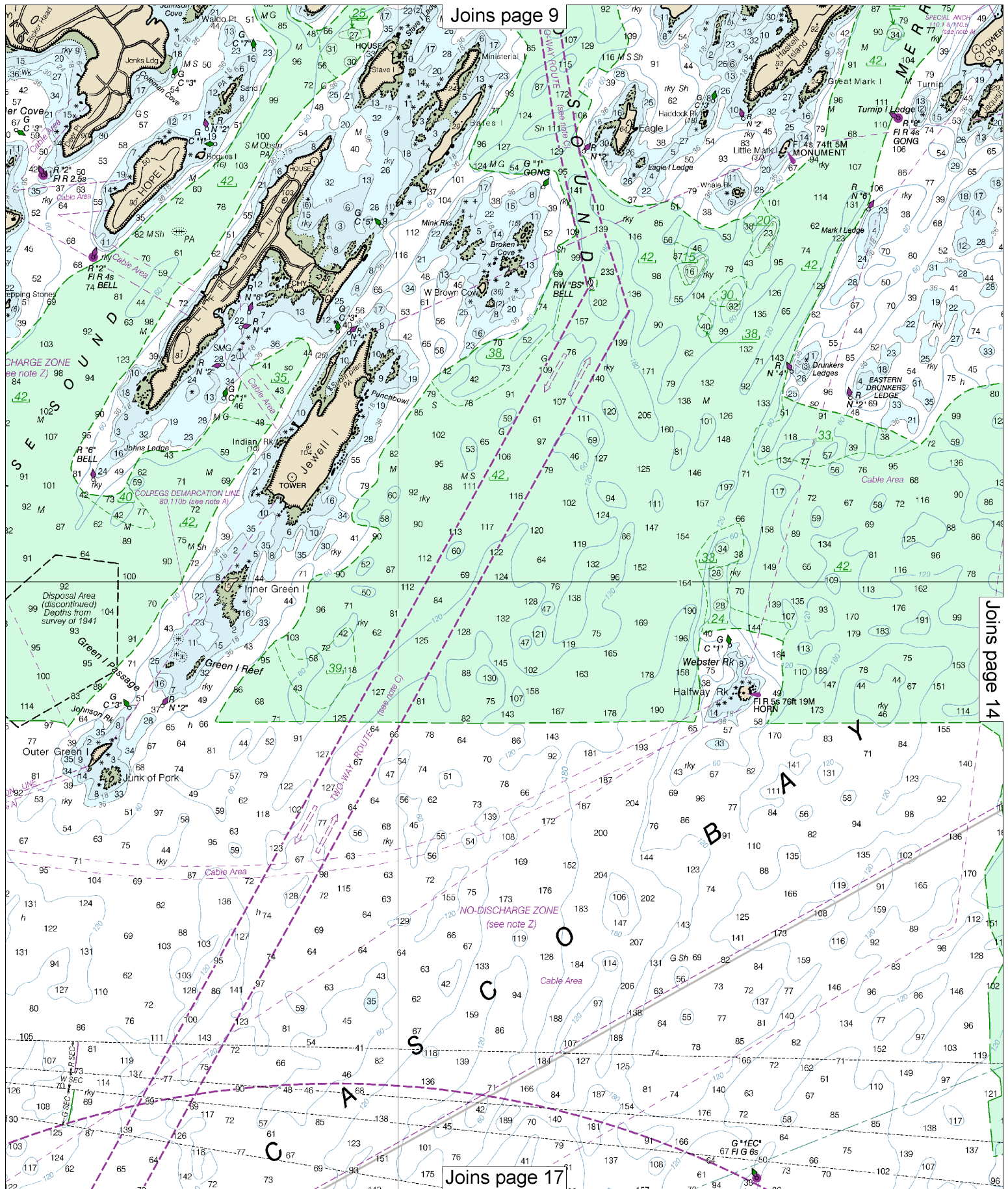
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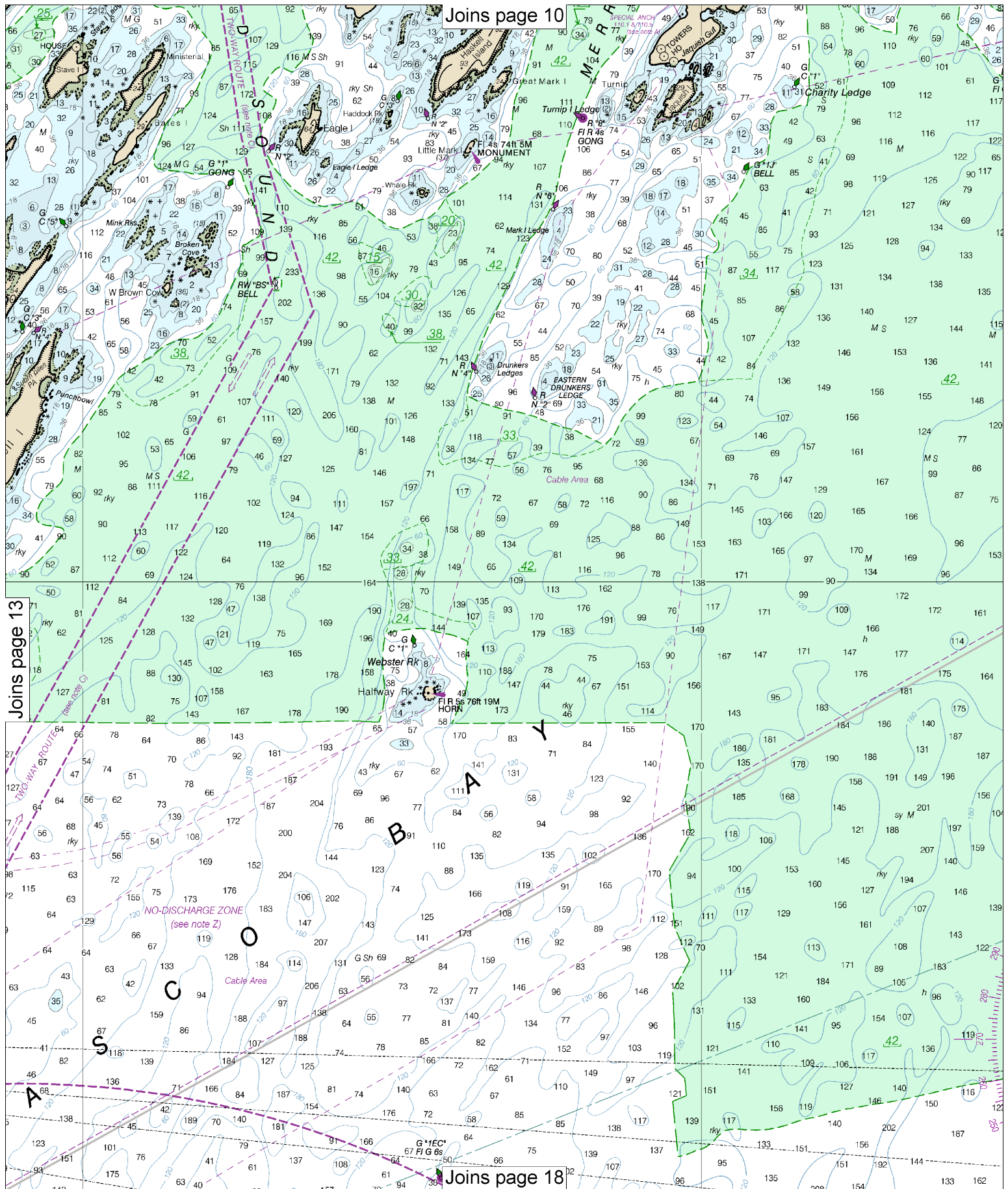
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





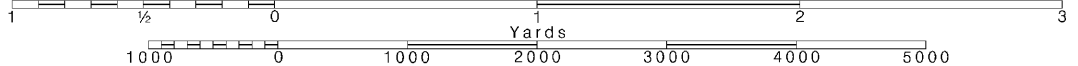


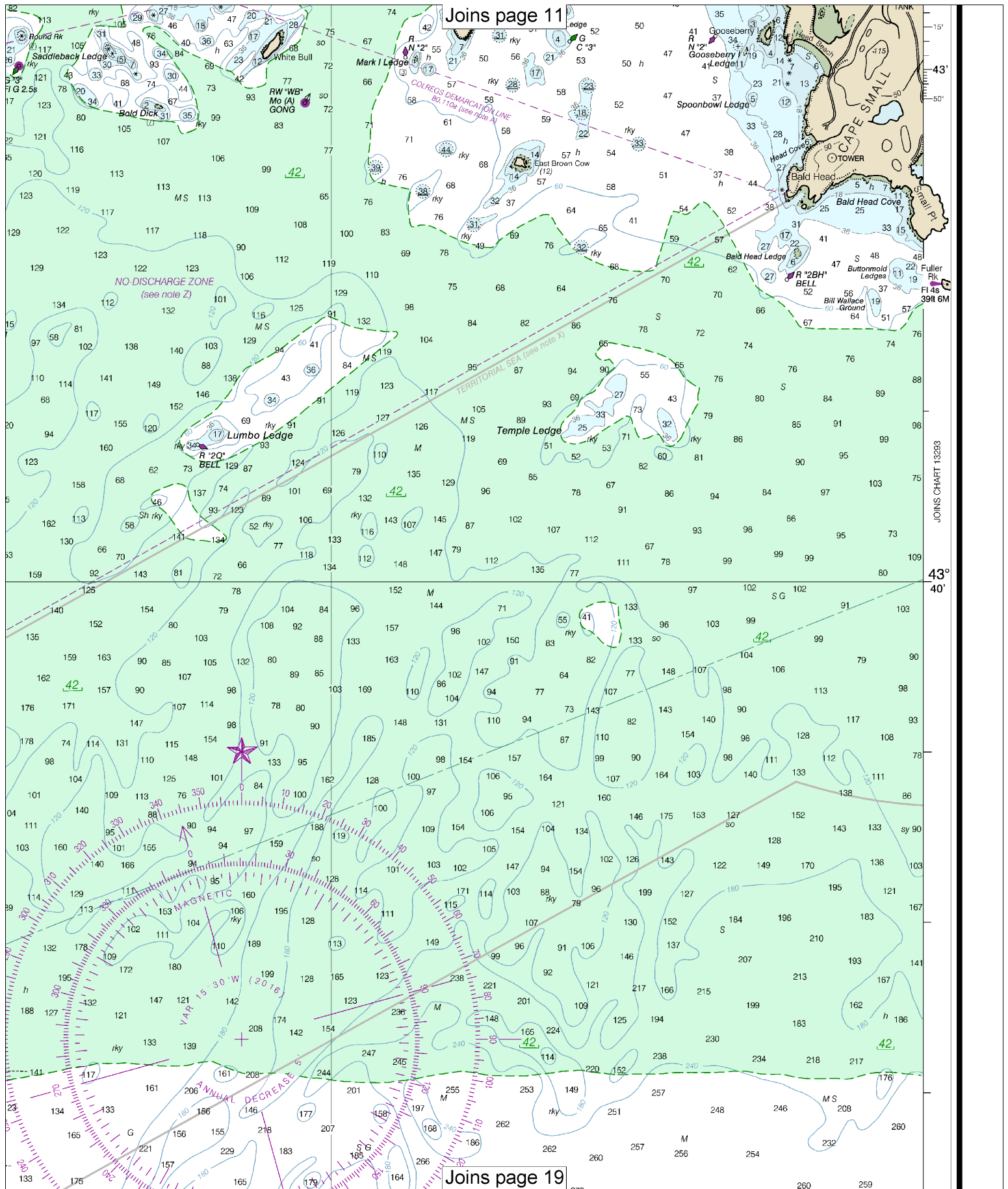
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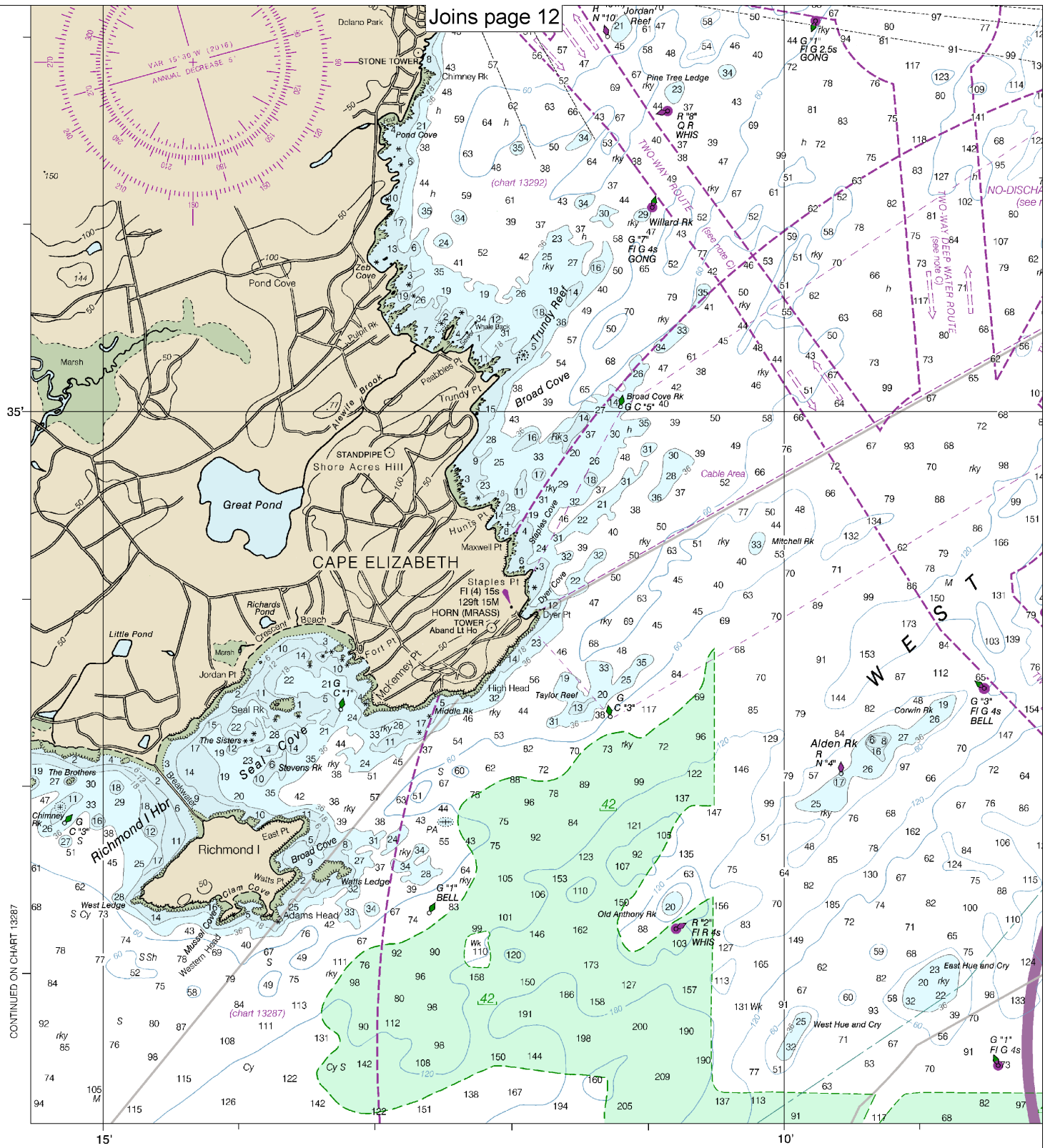
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







40th Ed., Feb. 2016

13290

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 6/30/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

A horizontal number line with arrows at both ends. The line is marked with the number 1000 on the left and 0 on the right. There are five tick marks between 1000 and 0, dividing the segment into six equal intervals. Each interval represents a decrease of 200 units.

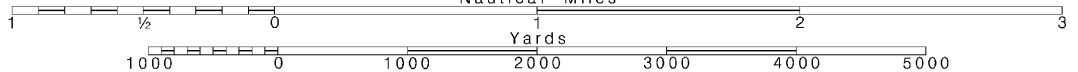
Note: Chart grid lines are aligned with true north.

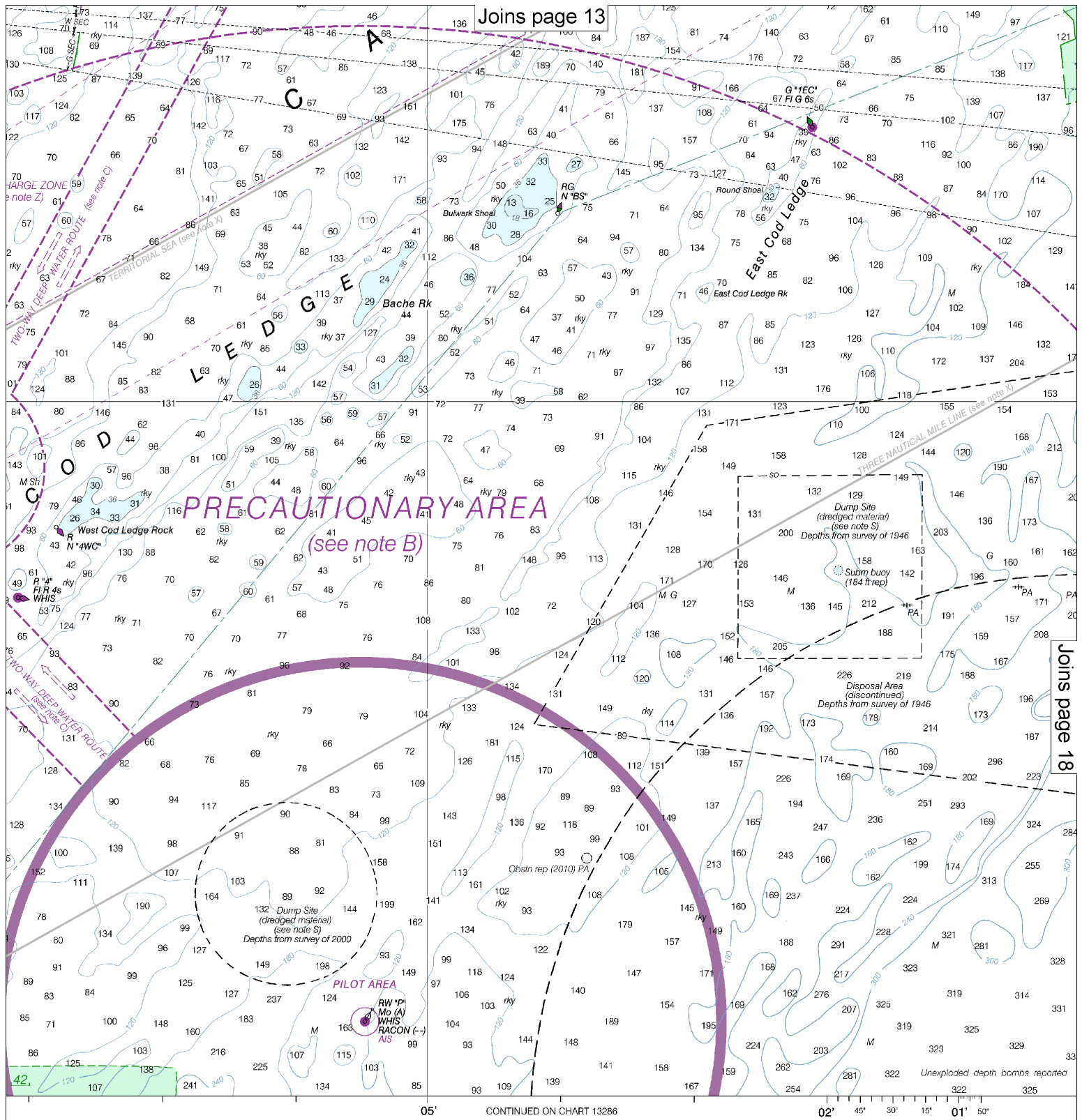
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~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

16





SCALE 1:40,000

Nautical Miles

Yards

1000 2000 3000 4000 5000

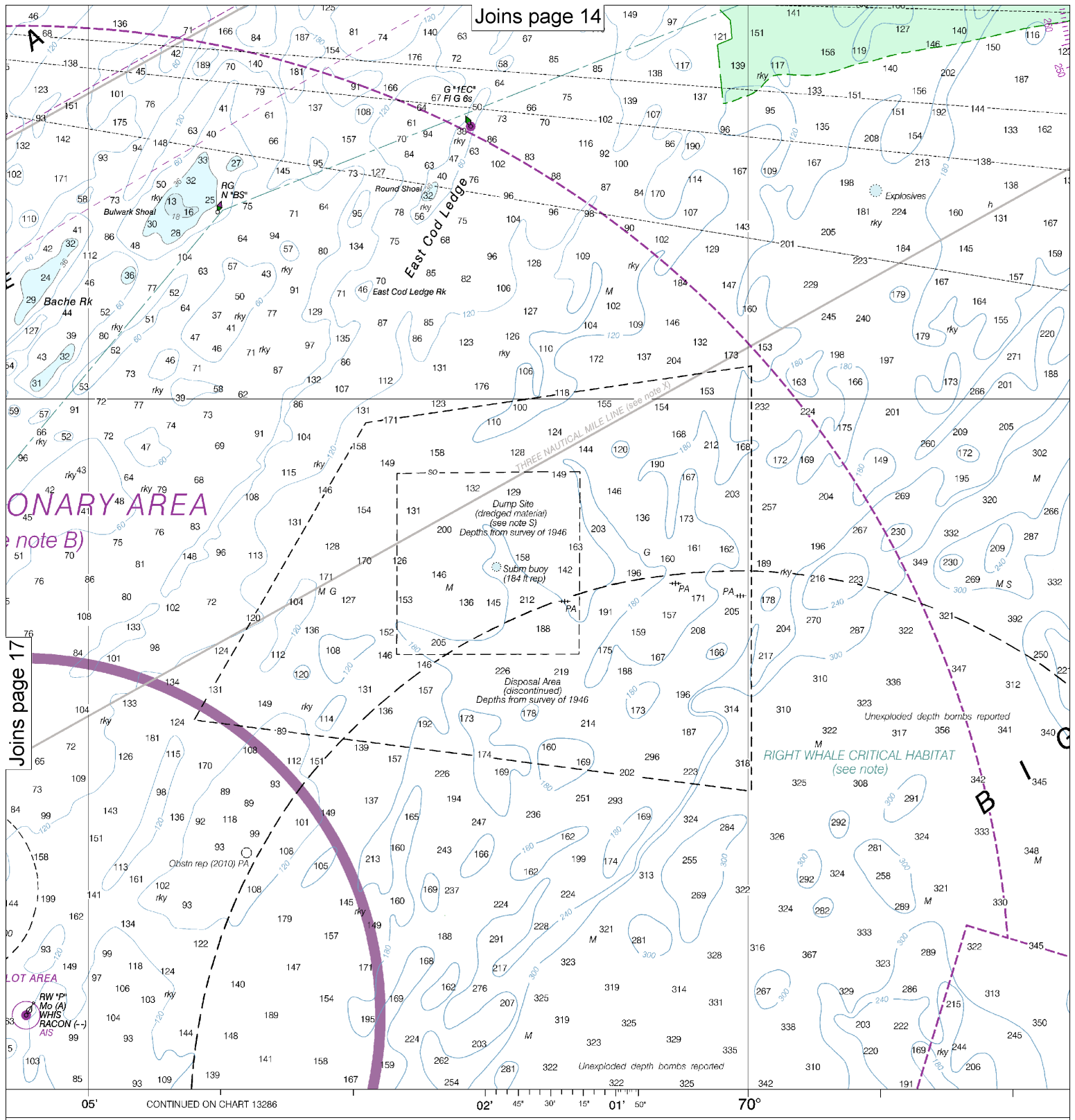
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U.S. DEPARTMENT OF COMMERCE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

NATIONAL OCEAN SERVICE

COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
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SOUNDINGS IN F

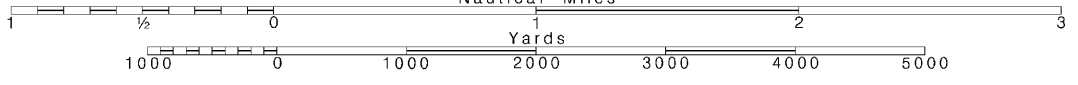
18

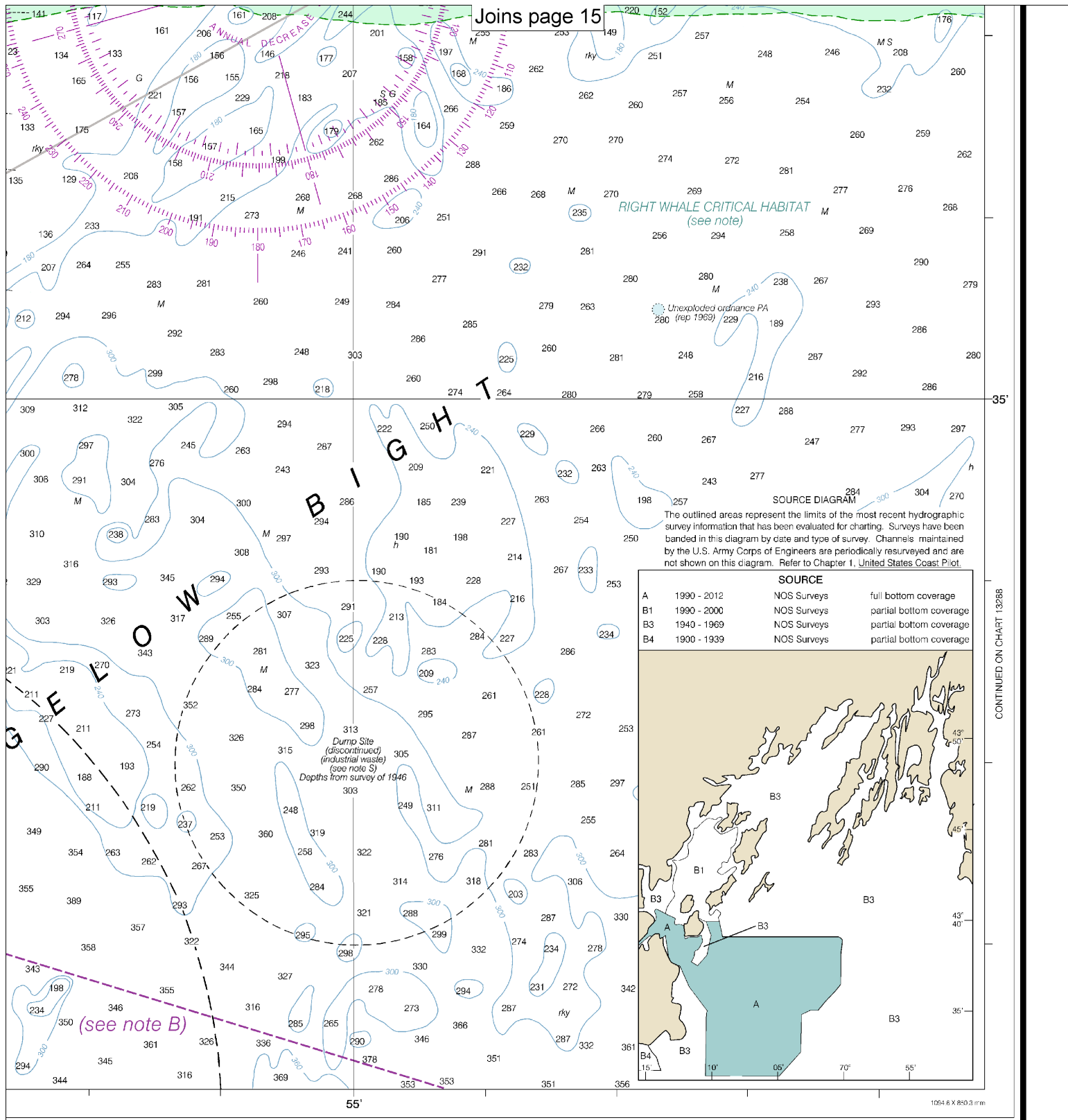
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

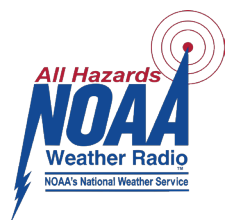
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.